

# Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, MONDAY, JUNE 4TH, 1900.

一拜禮 號四月陸年百九千壹英港香 PRICE \$2½ PER MONTH.

New Advertisements will be found on page 4.

**WATSON'S LITHIA WATER**  
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PRICE, 75 CENTS PER DOZEN.

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ESTABLISHED 1841. [a1632]

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WINE SHIPPERS SINCE 1815. Who have compared their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

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The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for—  
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PRICE \$10.75 PER DOZEN  
Net

**"SPECIAL BLEND" WHISKY**  
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Apply to  
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43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [a243]

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WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
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9.30 a.m. to 10.45 a.m. Every quarter of an hour  
10.45 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
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10.15 a.m. to 11.00 a.m. Every ten minutes  
11.00 a.m. to 1.00 p.m. Every quarter of an hour  
1.00 p.m. to 2 p.m. Every quarter of an hour  
2 p.m. to 3 p.m. Every quarter of an hour  
3 p.m. to 4.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.  
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Hongkong, 1st May 1899. [a1033]

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SHAMDEN-CANTON.

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The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.  
Excellent Cuisine and best Wines.  
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A. E. C. and Al Codes used.  
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Hongkong, 16th November, 1899. [a4]

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Distinguished by 4 Stars on the label.

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A fine, full, and fruity wine.

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Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

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THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the magnificent Saloon Steamer "HONGKONG" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M.

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Tourists should not miss the chance of visiting this famous old City.

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 WINE AND SPIRIT MERCHANTS.  
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 Capsule with Name and  
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 Whiskies, of greater age than most  
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ABELLOUR GLENLIVET is a very old  
 Peat Whisky (smoky) and could not  
 now be replaced in stock at the price  
 It is well known for its fine flavour.  
 It is of superb quality and pre-  
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 to be the best brand in the Hongkong  
 market.

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ESTABLISHED A.D. 1841.

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## The Daily Press.

HONGKONG, June 4th, 1900.

THE *Times*, in a recent leader, calls attention  
 to the loss of the ship *Chebin* in the Red  
 Sea whilst conveying pilgrims to Mecca.  
 "The vessel belonged to an English com-  
 pany; it flew the British flag and was  
 commanded by a British certified officer;  
 and it was registered as a British vessel."  
 The Count which investigated the disaster  
 "made a report discreditable to those respon-  
 sible for the defects of the vessel, which it  
 was said had left Enez, not properly found  
 nor in good seaworthy condition." The  
*Times* further on says: "It does not mend  
 matters that the company took up the posi-  
 tion, apparently warranted, that the *Chebin*  
 though a registered British vessel, was not  
 subject to the regulations for the safety of  
 passenger ships in as much as she did not  
 ply to or from any ports in the United King-  
 dom. The definition of 'passenger steamer'  
 in the Merchant Shipping Act of 1894 ap-  
 plies only to every British steamship carry-  
 ing passengers to, from, or between any  
 places in the United Kingdom and every  
 foreign steamship carrying passengers be-  
 tween places in the United Kingdom."  
 This definition needs reconsideration in the  
 light of the history of the *Chebin*.

In the last sentence the situation is sum-  
 med up; but it is by no means so easy to  
 point out the remedy for a state of things  
 which every right-thinking person would  
 desire to see amended. It is no doubt an  
 anomaly that British ships should come under  
 the Merchant Shipping Act when they  
 trade to, from, or between British ports and  
 should apparently be allowed to go uncon-  
 trolled when on the high seas or out of British  
 waters; but it, like most other things,  
 has a certain reason for its being. From

this Colony, of course, all registered British  
 vessels have to conform to one rule, but to  
 take another instance familiar to our readers,  
 namely, the trade on the Yangtze. There  
 are British vessels running there if not  
 exactly under the same conditions as the  
*Chebin* at least sufficiently close to render  
 the comparison applicable. No supervision  
 is maintained over them as to the number  
 of passengers carried; whether the vessels  
 carry certificated officers or not and whether  
 they carry any British subject at all as  
 member of the crew. The great bulk of  
 shipowners, no doubt, find it necessary from  
 motives of self-interest, if for no other  
 reason, to act up to the spirit of the Mer-  
 chant Shipping Act, but if they were disin-  
 clined to do so—and there are those that  
 are disinclined—there is apparently no power  
 to make them comply with it. Under these  
 conditions it is not difficult to imagine that  
 a disaster such as occurred to the *Chebin*  
 might at any time overtake one of these ves-  
 sels, and this is a condition of things which  
 the *Times*, and justly so, thinks should not  
 be allowed. But the question is whether  
 the remedy lies with the British Government  
 or the Government of the country whence  
 the vessels in question trade? It appears to  
 us that the initiative lies with the latter.  
 To force British vessels to conform to regula-  
 tions and restrictions which are not compul-  
 sory on those of other nationalities engaged  
 in the same trade would be to place the Brit-  
 ish vessels at a serious disadvantage. The  
 real remedy, as far as the Far East is con-  
 cerned, is one which might well occupy the  
 attention of the British Government, and  
 that is the institution of reforms in China  
 which would result in the gradual introduc-  
 tion of such laws as would regulate without  
 impeding the great and growing traffic car-  
 ried on to, from, and between the ports of  
 the Chinese Empire. It is only by some  
 such measure that equal treatment will be  
 secured to vessels of all nationalities, while  
 at the same time the safety of the travelling  
 public, Chinese and foreign, will be safe-  
 guarded.

Occasionally spasmodic efforts to do some-  
 thing of this sort are made by the staff of  
 the I. M. Customs, e.g. at Amoy in 1899  
 where the Customs attempted to enforce the  
 substance of the Hongkong Passenger Ordinance  
 on the inland water steamers trading  
 from that port; a proceeding which the  
 British Consul there did not think they were  
 justified in doing. Considering the manner  
 in which that concession has been shown of  
 its value the Consul's objection does not  
 seem to be altogether uncalled for. But  
 spasmodic efforts of this sort are useless or  
 worse than useless. General reform, of the  
 laws applicable to shipping in China or  
 either, as we said before, the introduction  
 of some laws which will secure equality of  
 treatment to all, are absolutely necessary,  
 and until they are introduced there will al-  
 ways be the risk of a case similar to that  
 of the *Chebin* and with it a tendency, when  
 it takes place and the vessel is British, to  
 throw blame on the British Government  
 which properly attaches to that of the  
 country whence she trades. Where we  
 think the Government are to blame, is for  
 the loose and almost indiscriminate manner  
 in which the British flag is allowed to be  
 used by vessels, more especially those under  
 the inland water concession; and in view  
 of the fact that it was a question of this  
 sort which was the means of precipitating  
 the China War—the celebrated *Arrow* Case  
 in 1856—it would be well for H. M.'s Min-  
 ister, in conjunction with the Government  
 of this Colony, to draw up explicit in-  
 structions with regard to what constitutes  
 their right to fly the British flag. A  
 recent case occurred where a steamer had  
 apparently the right to fly the British  
 flag outside the waters of the Colony, but  
 not the right to do so within them, as was  
 evidenced by the harbour authorities pulling  
 it down. The piracy of the *Wo On* affords  
 another illustration of what might well  
 resolve itself into a question of hostilities  
 and yet what, on enquiry, might—as in the  
 case of the *Arrow*—turn out to be a technical  
 question as to whether she was legally an  
 English vessel or not? Not so long ago it  
 was the practice of a certain class of vessels  
 trading from this colony to fly the British  
 flag when in China and the Chinese when  
 in the waters of the Colony. And again,  
 there are other craft that apparently have  
 no nationality at all, but which trade up the  
 West River under what is known as a West  
 River flag, for which they pay \$150  
 to the Chinese Government. An explanation  
 of the reason for these craft is given  
 in the recent *Elue* Book, and is to the  
 effect that while such vessels are really  
 Chinese-owned they are forced to find pro-  
 tection under the wing, as it were, of the  
 foreigner owing to the impossibility of ob-  
 taining a fair recognition from their own  
 Government. If such is the case it merely  
 emphasizes the need we have referred to for  
 Great Britain to insist on reform through-  
 out China. It is to be hoped that the visit  
 of H. E. the Governor to Peking will have  
 the effect of putting a stop to the present  
 anomalous state of affairs whereby a vessel  
 is recognized by the Consular Officials as  
 British in China and is refused recognition  
 in this Colony. A little common sense is  
 all that is needed to remedy it.

The M. M. steamer *Laces* arrived in the har-  
 bour at 6.30 last night.

Mr. A. R. Grieco has been appointed Lieut-  
 enant in D. Company, Hongkong Volunteer  
 Corps.

During the 24 hours preceding noon of the  
 2nd inst. there were reported twelve fresh cases  
 of plague and seven deaths.

The appointment of Mr. F. A. Hasland to be  
 Acting Police Magistrate and Coroner, vice  
 Mr. Gompertz, is notified in the *Gazette*.

It is notified in the *Gazette* that Mr. W. F.  
 Aldrich is recognized as Vice and Deputy Con-  
 sul General for the United States in Hong-  
 kong.

It is announced in the *Gazette* that Mr. H. E.  
 Pollock is to be president of the Land Court  
 and Mr. H. H. G. Gompertz a Member of the  
 Court. Mr. J. H. Kemp is appointed Registrar.

P. C. Apley and a party of excise officers made  
 a fine haul on board the *Sunking* on her arrival  
 in the harbour on Friday. When searching the  
 coal bunkers they came across 700 lbs of opium  
 hidden underneath the coal. One of the fire-  
 men, who was the only person in charge at the  
 time, was arrested.

On Wednesday week, the 13th instant, a lec-  
 ture is to be given at the Theatre Royal, City  
 Hall, on the "Mounting of the Naval guns and  
 their subsequent use with the Landyemith Relief  
 Column." The lecturers will be Capt. Percy  
 Scott, R.N., C.B., and Capt. A. H. Limpus, R.N.,  
 and the proceeds will be devoted to the Indian  
 Famine Fund. Further particulars will be  
 found in our advertisement columns.

Some discontented carpenters at Aberdeen  
 struck work last week, demanding a rise in pay,  
 and with the object of inducing their fellow-  
 carpenters who had remained at their work to  
 join them posters were issued, saying that if  
 they did not do so the association would engage  
 men to beat them. The man who was engaged  
 in issuing these posters was secured by the  
 police, and dealt with at the Magistracy on  
 Saturday for intimidation.

On Friday afternoon Inspector Ford received  
 information at No. 2 Police Station that a man  
 had been seriously injured by falling from a  
 verandah in Ship Street. On going to make  
 enquiries he found that while endeavouring to  
 get from the top verandah at No. 13 to No. 11  
 a Japanese missed his footing and fell a dis-  
 tance of between 40 and 50 feet. He alighted  
 on his head, the result being that his skull was  
 fractured. He also received other injuries and  
 died before he could be removed.

The trial of the new paddle-steamer *Pioneer*,  
 built for the navigation of the Yangtze, passed  
 off satisfactorily on the 25th ult. She started  
 for Woosung, after passing which she steamed  
 up the Yangtze to the western end of Bush  
 Island, where some experiments were made in  
 turning her rudder alone, with the two wheels  
 working independently, and going astern. The  
 complete circle was made in about a length and  
 a half, the vessel's nine-foot rudder giving  
 her remarkable turning powers. The highest  
 speed attained was 14 knots with 47 revolutions,  
 the average being about 13 knots.

Saturday last was the day fixed upon for the  
 second gymnastics meeting of the season. In  
 consequence of the rain notices were sent out  
 postponing the meeting, but the weather subse-  
 quently clearing up it was decided to go on with  
 it. The first event—a five furlongs race—took  
 place and then the rain came down heavily. Mr.  
 G. H. Potts' *Toccia* won the first prize, which  
 was presented by Consul-General Willman.  
 Mr. Potts' *Demos King* also carried off the  
 second prize—\$20. Mr. K. Wile's *Minor*  
 came in third. The band of the Welsh Fusiliers  
 was in attendance.

Indian constable 746 is at present in hospital  
 suffering from severe wound on the head caused  
 by a large jagged stone thrown at him while en-  
 gaged in dispersing a crowd on the Praya  
 on Friday night. His wound, which was produced  
 at the Magistracy, was literally soaked in blood.  
 It seems that he had arrested a man for dis-  
 orderly conduct, and was taking him to the  
 Police Station, when the crowd which had as-  
 sembled commenced to throw stones, one strik-  
 ing him on the head. Fortunately, the man  
 who threw it was seized by Indian constable  
 846, who took him to the Police Station.  
 The injured man was removed in a chair.  
 The defendant was brought before Mr. Hasland on  
 Saturday and remanded until Thursday next.

We are informed that on June 11th the  
 Canadian Pacific Railway Co. will resume the fast  
 Overland train service between Vancouver and  
 Montreal. This fast train, known as the  
 "Imperial Limited," leaves Vancouver daily at  
 1.15 p.m. and runs through to Montreal without  
 change in 190 hours, thereby shortening the  
 time crossing the Continent by twenty-four hours,  
 and enables passengers to make fast time to all  
 principal points. Luxurious and newly de-  
 signed dining and sleeping cars are run  
 through daily on the "Imperial Limited,"  
 which makes close connections at Fort William  
 with the Company's Upper Lake Steamers, for  
 passengers wishing to break the journey, and  
 enjoy the Lake scenery between Fort William  
 and Owen Sound without additional charge.  
 Through passengers also have the option of  
 leaving the Main Line at Revelstoke and pro-  
 ceeding through the famous Kootenay mining  
 district in British Columbia and out again over  
 the Crow's Nest Pass line to Dunsmuir Junction.  
 All along this route excellent fishing and hunt-  
 ing is found. The Company's hotel at Banff  
 Springs, in the heart of the Rocky Mountains,  
 was opened for the season on May 15th.

News reached Poochow, on the 26th ult., of  
 the burning of the C. M. S. Church in Fungai  
 city by incendiaries, but no details are to hand.

A Peking telegram at the end of last month  
 to the *Jiji* stated that the Foreign Ministers at  
 the Chinese capital met together a few days ago  
 to discuss the question of landing marines for  
 the protection of the legations, in view of the  
 present Iliao disturbances. The representa-  
 tives, however, came to no definite decision  
 owing to the opposition of two of the Ministers.

A great loss has befallen Captain F. Brinkley,  
 proprietor and editor of the *Japan Mail*, by the  
 total destruction by fire on the 33rd inst. of his  
 house at Tokyo. The damage involves, we learn,  
 the complete loss of the furniture and other prop-  
 erty, including a very fine collection of engrav-  
 ings, a library of several thousand volumes, and  
 a large quantity of valuable manuscripts. We  
 are, however, glad to say that none of the family  
 or the servants sustained any injury.

A Washington despatch, dated May 2nd,  
 says:—The House to-day, at the conclusion of  
 the most stormy debate of the present session  
 of Congress, passed the Nicaragua Bill by the  
 overwhelming vote of 225 to 35. Attempts to  
 retain in the bill the language of the original  
 bill for the fortification of the canal and to still  
 further strengthen the language on that line  
 were balked, and the victory of Hepburn and  
 the committee was complete.

The Tokyo correspondent of the *Nagasaki*  
*Press* says:—Owing to the financial strain,  
 which, it is said, has necessitated the floating of  
 another foreign loan at the instance of Count  
 Matsukata, the Cabinet is showing signs of dis-  
 ruption. Marquis Yamagata is the first to  
 announce his intention of resigning, in favour  
 of either Marquis Ito or Count Inoue. But  
 neither of them has agreed to accept the res-  
 ponsibility, so that the Premier has still to jog  
 along on the thorny path of politics.

The *Peking* and *Tientsin Times* says that the  
 Empress Dowager is reported to have been much  
 distressed at the terrible massacre of Christians  
 at Pao-tung-fu, and ordered coffins to be provided  
 out of the Imperial purse. The same paper also  
 states that in a temple outside Pao-tung-fu there  
 has been a large body of Boxers, also outside of  
 the Eastern Gate of that City, who insult all  
 Christians who cross their path. In Peking  
 they were drilling openly, beside the residence  
 of Prince Su, which is not far from the British  
 Legation.

An engineer recently sent by the Seoul-Fusan  
 Railway Company, to Korea, has returned  
 Japan, and reports the arrangements that have  
 been made. The construction of the line will be  
 started at Seoul, and the course will be through  
 Chung-chung-do, and the northern part of  
 Kyung-chong-do, the distance being 300  
 miles. The number of stations has been fixed  
 at forty-one and the cost of the work is esti-  
 mated at some \$25,000,000. The Korean Gov-  
 ernment highly approve of the work, and the  
 Imperial House authorities have decided to de-  
 fray \$20,000 towards the expenses. There is a  
 good demand for shares among the wealthy  
 Koreans.

Re the Welthelw trouble says a correspon-  
 dent, writing to *N. C. Daily News* from Tien-  
 tsin, the opinion obtains here that it might have  
 been obtained had an experienced Consul, who  
 was also *persona grata* to the Chinese, been sent  
 to explain British intentions to the natives.  
 Our folks should have followed the old policy of  
 the Indian frontier. The Consul official who  
 is there is a most able and excellent man, but as  
 he is quite a junior and a stranger, he could  
 hardly be expected to exercise considerable per-  
 sonal influence either with the British military  
 and naval men or with the natives. In all proba-  
 bility Sir Claude had not a man to send, as  
 the service is very short-handed just now.

The *N. C. Daily News* Chungking corre-  
 spondent gives a full account of the arrival of  
 the *Woodcock* and *Woodlark* on the 7th ult.  
 He says:—The whole of the foreign community  
 turned out to see the arrival, which was un-  
 announced by a terrific salvo from the Chinese  
 gunboats, which were all gallied dressed with  
 flags; the gunboats returned the salute and then  
 the Chinese began firing indiscriminately in  
 their usual fashion and continued to do so all  
 the morning. A number of the foreign com-  
 munity boarded the gunboats as soon as they had  
 anchored off the Customs Point and heartily  
 congratulated the Captains upon the success of  
 the trip. The ships were then dressed and the  
 National Anthem sung, which was followed by  
 three cheers for the Queen. The event,  
 marking as it does an important advance in  
 British influence in the west of China, is one for  
 general congratulation, and with the coming of  
 the eagerly anticipated *Pioneer* we hope it will be  
 accentuated. The presence of the gunboats in  
 these parts will have a wonderful moral effect  
 on the authorities, besides, later, affording an-  
 other illustration of how trade follows the flag.  
 It is to be hoped that the petty hindrances  
 which the authorities have shown themselves so  
 apt to put in the way of the foreign merchant  
 will be less frequent, for they will have it made  
 apparent that, though the force is not very con-  
 siderable, it is yet able to back up remonstrances  
 in a very marked manner. The trip took  
 exactly 33 days, but only 69 steaming hours.  
 The delay was caused by a bad accident to the  
*Woodlark*. While ascending a rapid she had  
 to alter her course to avoid colliding with a  
 down-coming junk; in doing so she was caught  
 by the current and carried down, before she  
 could be brought round, on to some rocks below.  
 Her bow was completely smashed in. The  
 water-tight compartments saved her. She was  
 run on shore, a dock made for her and she was  
 fitted with a new bow, with the materials on  
 board; a marvellous piece of work which says a  
 great deal for the efficiency of our naval en-  
 gineers.

Nagasaki papers announce that Sir Henry  
 Blake is expected to arrive there very shortly  
 from North China, preparatory to spending the  
 summer months in Japan.

The Chai Cup on the second day of the Sing-  
 apore Races, 24th ult., was won by the Sultan  
 of Johore's *Tenth*, Chong Ali Yong's *Reserve*  
 being second. The result of the Singapore  
 Derby was thus reversed.

A Seoul telegram received in Japan, states  
 that the land dispute at Masampo between  
 Russia and Japan will probably be peacefully  
 settled, as the Japanese owners are now inclined  
 to dispose of their ground at a reasonable price.

The Lo-Hon Railway, according to Wuchang  
 native reports, is in a very critical stage, there  
 being insufficient funds available to proceed  
 with the construction of the middle section of  
 the Railway to connect with the two ends in  
 process of building from Peking and Hankow,  
 and the failure of the funds leading to the enforced  
 idleness and consequent resignation, in some in-  
 stances, of the European engineers engaged in  
 the work. H. E. Sheng has gone to Hankow with  
 all speed, to see what he can do.

The *Peking Gazette* says:—An Extraordinary  
*Government Gazette*, issued in the F. M. States,  
 disposes of the rumour that Siam had ceded  
 certain Malay States to Great Britain. All  
 that has happened is that an agreement has  
 been made between the two countries regarding  
 a rectification of boundary between Penak and  
 Pahang, on the one hand, and the Siamese  
 province of Raman and the Siamese depend-  
 encies of Kedah, Kelantan, and Tringganu on  
 the other. By this agreement Penak gets a  
 little more territory than before. That is all.

While congratulating Great Britain on the  
 successes her arms are now achieving in South  
 Africa, and on the ability displayed by her  
 diplomats in "holding off" the world, a  
 Japanese native paper, the *Yomiuri Shimbun*,  
 thinks that the latter result has been materially  
 assisted, so far as the Orient is concerned, by  
 Japan's attitude. It does not attempt to place  
 England under an obligation to Japan, but  
 it ventures to express a hope that the facts  
 will be appreciated, and that they will have  
 the effect of drawing England and Japan closer  
 together.

### THE EXTRAORDINARY AFFAIR AT ABERDEEN.

**FURTHER DETAILS.**  
 Further details are now to hand with regard  
 to the extraordinary affair which took place at  
 Aberdeen on Thursday last.

It seems that in consequence of the Dragon  
 Festival quite a number of junks from a dis-  
 tance were assembled in the harbour. Con-  
 sequently when a couple of launches containing  
 Blue-jackets out for the day came up they went  
 through the harbour at reduced speed in order  
 to avoid colliding with the junks. Some of the  
 occupants of the latter gave out that this was  
 being done so that the whites could look  
 round and see where the old people and young  
 children were, so that they could return  
 for them later on and take them to be burned  
 under the foundations of the proposed railway  
 from Kowloon to Canton to mollify the evil  
 spirits for an interference with the "Fungshai"  
 of the place. Accordingly the schoolmaster at  
 Aberdeen was seen and urged to allow the chil-  
 dren to be taken away. Later on the cry was  
 raised that one of the launches was returning  
 for the victims and the firing at once began.

Sergeant Langley and a party of police went  
 out in a boat towards one of the junks with the  
 object of restoring order. Shots were fired  
 over their heads, and the Sergeant had to call  
 out to them to desist, as they were the police.  
 On reaching the junk he found four men stand-  
 ing ready with muskets in their hands. It turned  
 out that each of the muskets was loaded with  
 an ounce of shot. On visiting the junks on Friday  
 the Sergeant found one of the cannon loaded  
 with two pounds of powder and a large quantity  
 of iron nuts and bolts. The cannon was pointing  
 to the entrance of the harbour towards Wan-  
 chow, so that if a launch had happened to make its  
 appearance from that direction something serious  
 would undoubtedly have happened. Ser-  
 geant Langley took the precaution, when  
 telephoning to the Central Police Station about  
 the uproar, to advise that no one should come  
 over in a launch, as if they did they would be  
 doubt be fired upon, and this advice was fortu-  
 nately acted upon.

By firing off cannon and muskets in the way  
 they did the junk-owners have rendered them-  
 selves liable to a fine of \$200, and placards have  
 been issued warning them against a repetition  
 of the incident.

### LATEST STEAMER MOVEMENTS.

The N. P. steamer *Daisy* sailed for Yokohama  
 from Hongkong on the 2nd inst.

The N. P. L. steamer *Prinz Heinrich*, which  
 left here on the 2nd inst., arrived at Genoa on  
 Friday, the 1st inst.

The P. M. steamer *Gaelic*, with mails, &c.,  
 which left here May 1st, for San Francisco  
 via Shanghai, Nagasaki, Kobe, Island Sea,  
 Yokohama, and Honolulu, arrived at her  
 destination on the 30th ultimo.

The Imperial German Mail steamer *Bayern*,  
 carrying the German Mail with dates from  
 Berlin of the 14th inst., left Colombo on Friday,  
 the 1st inst., and may be expected here on or  
 about Tuesday, the 12th inst.

The Company's steamer *Palling*, from Glas-  
 gow and Birkenhead, left Singapore for this  
 port on Friday morning, 1st inst., and may be  
 expected here on or about the 6th inst.

3007 NEWSPAPERS RECOMMEND  
 MACHINERY & CAMERON'S PENS.  
 THE WATERLEY PEN, for Easy Writing.  
 THE FLYING SCOTCHMAN PEN, instead of a Quill.  
 THE FLYING J writes 200 words per dip.  
 WATERLEY WORKS, ENGLAND.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

Tientsin, 2nd June, 11.30 a.m.

### NEWS FROM THE NORTH.

#### PAOTING-FU REFUGEES ESCAPE— A RESCUE PARTY.

The Paoting-fu refugees coming by the  
 Peiho river to Tientsin fought their way  
 through the rioters, but had four killed and  
 four wounded. The band was composed of  
 British and American Missionaries and  
 Belgian engineers. Many armed volunteers  
 are starting to meet them.

London, 1st June, 8.30 p.m.

### THE WAR IN SOUTH AFRICA.

It is unofficially reported that the Elands-  
 fontein mines are ascertained to be intact.  
 General Buller was engaged east of Sanaal  
 on Tuesday and was entirely successful.  
 His object was to relieve Sprague and ensure  
 the occupation of Lindley.

#### UNITED STATES DESIRE BRITISH CO-OPERATION IN CHINA.

It is reported from Washington that  
 Minister Hay has asked Great Britain to  
 co-operate in diplomatic pressure on China,  
 and if necessary in practical measures to  
 protect the missions and foreigners.

London, 2nd June, 10 p.m.

#### THE WAR—FRENCH'S ADVANCE FROM JOHANNESBURG.

General French reports that he was  
 opposed throughout his march on Tuesday  
 and Wednesday; he routed the enemy from  
 strong positions successively, and holds the  
 position which Lord Roberts instructed  
 him to take north of Johannesburg.  
 His casualties were two killed and 29  
 wounded.

### FIGHTING IN THE SOUTH.

General Colville, reporting from the High-  
 land Brigade's camp at Heilbron, says that  
 he was opposed the whole way from Venters-  
 burg and that his casualties amounted to  
 eight killed and thirty-six wounded.  
 General Buller's casualties were thirty  
 killed and 150 wounded, chiefly Grenadier  
 Guards.

#### BOERS SURROUNDED AT FICKSBURG.

Unofficial news is to hand that General  
 Buller and Bullant have surrounded the  
 Boers at Ficksburg.

### GRUPLAND NEWS.

Sir Chas. Warren with 700 men was  
 surrounded by 1,000 Boers at Faberspruit.  
 The enemy were repulsed with heavy loss.

### REUTER'S SERVICE.

London, 31st May, 1900.

#### THE WAR—NEARING COMPLETION.

The newspapers regard the war as over. It  
 is believed that President Kruger has escaped  
 to Delagoa Bay.

The *Daily Mail* correspondent at Lourenço  
 Marques states that Johannesburg has sur-  
 rendered and that all Boers have been disarmed  
 from the forts round Pretoria.

The British have reached Hatherly, thus  
 cutting the Pretoria-Delagoa Bay railway.  
 The British prisoners remain at Waterval,  
 there being no time to remove them.

### EVENTS AT JOHANNESBURG.

Lord Roberts at Germiston, 30th ultimo,  
 night, says that at the urgent request of the Com-  
 mandant he deferred the occupation of Johannes-  
 burg for 24 hours in







## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL

WE HAVE REMOVED our Office to No. 56, HOLLWOOD ROAD, from this day.

**A. H. CHINYO.**  
乃之沙的亞  
Hongkong, 4th June, 1900. [1656]

**THE INTEREST AND RESPONSIBILITY OF MR. JOHN CARRICK SMITH** in our Firm CEASED on the 31st day of December last.

**HOLME, RINGER & CO.**  
Nagasaki, 1st June, 1900. [1657]

**INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.**  
(INCORPORATED 1891).

**NOTICE TO MEMBERS.**  
A DINNER will be held in the Rooms of the INSTITUTE on JUNE 4TH. MEMBERS are cordially invited. All particulars can be obtained from the MANAGER. Hongkong, 2nd June, 1900. [1658]

**THEATRE ROYAL CITY HALL.**  
**LECTURE.**

In Aid of the **INDIAN FAMINE FUND**, on WEDNESDAY, the 13th June, 1900, at 8.20 P.M.

**CAPTAIN PERCY SCOTT, R.N. C.B. and CAPTAIN A. H. LIMPUS, R.N.** have kindly consented to LECTURE upon the subject of the "MOUNTAINS OF THE NATAL GUNS AND THEIR SUBSEQUENT USE WITH THE LADYSMITH RELIEF COLUMN." His Excellency Major-General GASCOIGNE, C.M.G., will take the chair.

Prices—Dress Circle and Stalls (Reserved) One Dollar.  
Fit (Unreserved) Fifty cents.

Tickets may be obtained from the Comptroller at the City Hall on and after THURSDAY, the 7th day of June, 1900, at 10 A.M. **H. E. POLLOCK**, Hon. Secretary. Hongkong, 4th June, 1900. [1655]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOCHOOW.

**THE Company's Steamship**  
"HAITAN"  
Captain Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 10 A.M. For Freight or Passage, apply to **DOUGLAS LARRAIK & CO.**, General Managers. Hongkong, 2nd June, 1900. [1654]

**THE OSAKA SHOSHIN KAISHA, LIMITED.**

FOR SWATOW, AMOY, AND TAMSUI.

**THE Company's Steamship**  
"MAIDZURU MARU,"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 10th June, at DAYLIGHT.

For Freight or Passage, apply to **THE MITSUI BUSSAN KAISHA, Agents.** Hongkong, 4th June, 1900. [1653]

**NOTICE TO CONSIGNEES.**

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

**THE P. & O. S. N. Co's Steamship**  
"CANTON"  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

**A. M. MARSHALL**, Acting Superintendent. Hongkong, 2nd June, 1900. [1652]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

FROM SHANGHAI.

**THE Steamship**  
"INDIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be sent into the Office of the undersigned before Noon, on the 8th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th instant, will be subject to rent.

Bills of lading will be countersigned by **SANDER, WIELER & CO.**, Agents. Hongkong, 2nd June, 1900. [1651]

**GOVERNMENT NOTIFICATION.**

IT is hereby notified that the VALUATION LIST for the Colony for 1900-1901 will be OPEN TO INSPECTION at the Treasury for Twenty-one days, commencing on MONDAY, the 4th June, 1900.

By Command. **P. H. MAY**, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 29th May, 1900. [1650]

## INTIMATIONS.

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 4th inst. (WHIT MONDAY).

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

**T. E. SANSON.**  
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

**H. M. BEVIS.**  
Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

**GEO. W. F. PLAYFAIR.**  
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

**JOHN THURBURN.**  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.

**L. BERINDOAGUE.**  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.

**J. C. BERGENDAH.**  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH, Manager.

For the IMPERIAL BANK OF CHINA, LIMITED.

**E. W. RUTTER.**  
Acting Manager.

For the DEUTSCH-ASIATISCHE BANK, LIMITED.

**H. SCHOTTLANDER.**  
Acting Manager.

Hongkong, 31st May, 1900. [1630]

## INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 4th inst. (WHIT MONDAY).

**JARDINE, MATHESON & CO.**, General Agents.

**CANTON INSURANCE OFFICE, LIMITED.**, General Managers.

**HONGKONG FIRE INSURANCE CO. LD.**, For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

**W. J. SAUNDERS.**, Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

**W. H. PERCIVAL.**, Agent.

For the CHINA TRADERS' INSURANCE COMPANY, LIMITED.

**H. P. WADMAN.**, Acting Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED.

**SHEWAN, TOMES & CO.**, Agents.

For the CHINA FIRE INSURANCE CO. LD.

**GEO. L. TOMLIN.**, Secretary. Hongkong, 31st May, 1900. [1631]

**THE MUTUAL STORES,** 8 & 10, D'AGUIAR STREET.

**WINES AND SPIRITS.**

WE beg to inform our numerous Customers and the Public in general, that having commenced this line of business, nothing but the BEST BRANDS will be kept in Stock.

Prices very reasonable.

Orders solicited.

Hongkong, 29th May, 1900. [1608]

**W. B. REWER & CO.**

**ALL NEW.**

NAVY AND ARMY, Illustrated, Vol. 9, \$10.50

Butcher's Fashions, Illustrated Summer

Number 8 90

Beston's Household Management 4.50

History of Great Britain, 2 Vols. 13.00

Russian-English Dictionary 2.50

English Dialogues 1.00

John of the Sword 1.50

Roscoe's The Stars and their Use at Sea 4.50

Lord Roberts—India 7.00

Red Potatoes 1.50

Trail on Rollers 7.50

Elementary Seamanship 3.00

Know your own Ship 4.50

Barber's Navigation 2.25

Jamieson's Magnetism 2.25

Steam Engine 2.25

Threshold of Science 3.50

Rankin's Engineering 9.50

New Stock Birthday Cards, New Patent Picture Wire, T and Set Squares, Indian

Cigars.

23 & 25, Queen's Road, Hongkong. [31]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

**CODE WORD: "DOCK" NAGASAKI.**  
A.I. A.B.C., Scott's and Engineering Codes Used.

**DOCK No. 1 (at TATEGAMI).**  
Extreme Length 523 feet.  
Length on Blocks 513 "

Width of Entrance on Top 330 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 23 "

**DOCK No. 2 (at MUKAIJIMA).**  
Extreme Length 371 feet.  
Length on Blocks 356 "

Width of Entrance on Top 68 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

**PATENT SHIP (at KOSUGE).**  
Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

**R. J. REMEDIOS.**  
FOREIGN AND COLONIAL STAMP DEALER.  
No. 57, BROAD STREET, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.  
Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash.  
AGENTS WANTED.  
15 to 25 percent Discount Allowed [1638]

## PUBLIC COMPANIES

## THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on MONDAY, the 11th day of June, 1900, at 12.30 o'clock in the afternoon, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.

"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—

That the following clause be substituted for Clause 37 of Table A:—"The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order. **EDWARD OSBORNE**, Secretary. Hongkong, 28th May, 1900. [1538]

## THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

ISSUE OF \$100,000 NEW CAPITAL. IN 10,000 SHARES OF \$10 EACH, \$250 PAID UP. AT A PREMIUM OF \$6.00 PER SHARE, \$150 PAID UP.

NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered as Shareholders on the 8th June, 1900, in the proportion of One New Share to Every Old Share.

The New Shares will be issued at a Premium of 83, making a Total Payment of \$16 per Share, of which \$2.50 per Share and \$1.50 Premium—\$4 in all, will be PAYABLE on the 10th June, 1900, and the Balance when called for.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th June to the 11th June; both days inclusive.

**EDWARD OSBORNE**, Secretary. Hongkong, 28th May, 1900. [1587]

## HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

## THE CERTIFICATE No. 2,636, dated 8th January, 1900, of the Shares numbered 10,291 to 10,295 in this Company, standing in the name of Mr. JAY BUTT, of Yokohama, has been LOST, and it at the expiration of One month from the date hereof, the above document will be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

**JOHN D. HUMPHREYS & SON**, Governing Directors. Hongkong, 12th May, 1900. [1493]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and 8th inst. on the 27th March, and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 2nd day of July, 1900, up to the actual date of payment of the same.

By Order of the Board. **A. SHELTON HOOPER**, Secretary. Hongkong, 28th March, 1900. [1916]

## OLIVERS' FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Office of the Company, 28 and 30, Queen's Road Central.

**JOHN D. HUMPHREYS & SON**, General Managers. Hongkong, 13th May, 1900. [1843]

## WANTED.

WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL, or vicinity, with 4 to 6 Rooms, for a Dwelling.

Care of Hongkong Daily Press. Hongkong, 19th May, 1900. [1528]

## AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed AGENTS for the above Company, and are prepared to accept orders for a variety of designs.

Particulars on application to—**WOODS & CO.**, 4, Queen's Road Central. Hongkong, 17th April, 1900. [1528]

## BANKS.

## THE BANK OF CHINA &amp; JAPAN, LIMITED.

WORKING CAPITAL ..... over \$210,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... fully \$425,000  
2835,000

HEAD OFFICE: 33, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

AGENCIES: Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BRUCE.

## INTEREST ALLOWED.

On Current Accounts ..... 2 per cent

Fixed Deposits 3 months ..... 4 "

Do 6 months ..... 4 1/2 "

Do 12 months ..... 5 "

The Bank buys and sells and receives for collection Bills of Exchange, on, and transacts general Banking business with, the above places. Hongkong, 1st May, 1900. [33]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ..... £1,500,000

SUBSCRIBED ..... £1,250,000

PAID-UP ..... £825,000

RESERVE FUND ..... £300,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per centum on the Daily Balance.

On Fixed Deposits:—

For 12 months ..... 4 1/2 %

For 6 months ..... 4 %

For 3 months ..... 3 1/2 %

**J. THURBURN**, Manager, Hongkong. Hongkong, 24th March, 1900. [30]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$11,500,000

RESERVE LIABILITY OF PROFITORS \$10,000,000

COURT OF DIRECTORS: N. A. STEWART, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. GOSWAMI, Esq., A. J. Raymond, Esq., Hon. R. M. Gray, R. L. Richardson, Esq., A. Haupt, Esq., P. Sachs, Esq., Hon. J. J. Kewick, H. W. Slade, Esq., D. Meyer Messrs. Esq.

CHIEF MANAGER: HONGKONG—SIR THOMAS JACKSON.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

**H. M. BEVIS**, Acting Chief Manager. Hongkong, 1st June, 1900. [17]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

**H. M. BEVIS**, Acting Chief Manager. Hongkong, 26th March, 1900. [18]

## THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ..... £1,000,000

PAID-UP CAPITAL ..... £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS: CHAN K. SHAN, Esq., D. GILLIES, Esq., CHOW T. SHANG, Esq., J. T. LAUREN, Esq., CHOW T. SHANG, Esq., J. T. LAUREN, Esq., CHOW



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HUGHES,  
Auctioneers to the Government, and Share  
and General Brokers, corner Lee House  
Street and Praya Central.

GEO. P. LAMBERT,  
Auctioneer, Valuer and Goods Broker,  
Duddell Street.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

STAG HOTEL,  
148 and 150, Queen's Road Central,  
Comfortable and Cheap.

THE WESTERN HOTEL,  
Excellent Accommodation, \$2.00 per day.  
90 and 92, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
typograph workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 35 and 37, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Almeida Street, Brick  
and Cement.  
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,  
10, Queen's Road Central, Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class As-  
sorted Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

FUJIYAMA & CO.,  
Importers, Exporters and Dealers in Ja-  
panese Curios, 4, D'Almeida St., and at Kobo.

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobo, Yokohama.

KWONG HING,  
China Pottery, Crockery Ware, 50a,  
Queen's Road Central.

## DENTISTS

WONG HOI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 21, Bank Buildings,  
Opposite Hongkong Hotel.

## DINING ROOMS

THE COSMOPOLITAN HOUSE,  
Breakfast, Dinner, Supper, Wines, etc.,  
with Meals, 34, Queen's Road.

## DRAPEES

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 38, Wellington Street.

WING HOP,  
Ladies' Tailor, Dressmaker, Draper, 62,  
Wellington Street.

SEE WOO,  
Tailor, Dress and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR MERCHANTS

SPERRY FLOUR COMPANY,  
Merchant Millers, San Francisco,  
Eastern Branch, Feather Street,  
WILLIAM WELLEY, Manager.

## FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
Sole Agents Lipton, Ltd.,  
8 and 10, D'Almeida Street,  
Provisions and General Merchants.

H. TIE,  
Wine and Spirit Merchants, Groceries,  
Best Goods, Lowest Rates. Try Charles  
Evaporated Cream, 10, D'Almeida  
Street.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 39,  
Queen's Road Central.

MAISON LEVY, JEWELLERS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Melbourne.

SUN SING, Established 1840.  
Sils, Gowns, Crêpe, Shawls, Chinaware,  
Ivory, etc., Gold and Silverware and  
Jewelry, 99, Queen's Road Central.

WAI LOONG,  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Caskets, Baskets, Human Hair, Fea-  
thers, 88, Queen's Road Central.

## THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 82a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

HONGKONG  
BUSINESS DIRECTORY.

## MERCANTILE AGENT

WOODS & CO.,  
Duddell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

E HING,  
Enlarging, Developing, Printing, Mode-  
rate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST,  
Bronze and Crystal Engravings, Work  
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl. also Wanchai.  
Amateurs' Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

## RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING,  
Rattan Chairs, Matting, Bamboo Blinds,  
etc., 78, Queen's Road Central.

KWONG TAI LOY,  
Rattan Furniture, Bamboo, Blinds, Mat-  
ting, all Colours, 18, Praya Central.

SANG MOW,  
Rattan Furniture, Bamboo, Screens, Mat-  
ting, all Colours, 43, Queen's Road Cl.

## SILK GOODS DEALERS

DHUNAMAL CHELLARAM,  
Dealer in Indian, Chinese, and Japanese  
Silk and Fancy Goods, also Art Works,  
2, D'Almeida Street.

THE GLOBE (TRIUNPH) PHOSPHORUS,  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars, 12, D'Almeida Street.

SINCERE & CO.,  
Silk Handkerchiefs, Shawls, Table Covers,  
etc. Wholesale and Retail, 123, Queen's  
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,  
Wholesale Importers and Exporters, India,  
Chinese & Japanese Silks, Cashmere  
Shawls and Ceylon Lace, 48, Queen's  
Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporters of Real Hand-made Torsion Lace  
in Silk, Linen and Cotton, Grosgrain and  
Silk Embroideries, Hand-made. Silk  
and Linen Lace Curtains made to  
order, 17, Queen's Road Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipbuilders, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Brass and Iron  
Merchants, 68, Praya Central.

LANE, CRAWFORD & CO.,  
Tailors and Outfitters, Pianoforte Dealers  
Shipbuilders, Furniture Dealers and  
Upkeepers, Wine and Spirit Mer-  
chants.

MORE & REIMUND,  
Shipbuilders, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 17, Praya Central.

## TAILORS

AK-MEN, HING-CHEONG & CO.,  
Tailors, Dressers and Outfitters, Queen's  
Road Central, Old Club Site.  
Branch: A-MAN, opposite City Hall.

E. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiery  
Drapers, 55, Queen's Road Central.

LANE, CRAWFORD & CO.,  
Queen's Road.

TAK CHEONG,  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiery, and Drapers, Chinese Silk of  
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG PAT & CO.,  
Outfitters, Fancy Goods, Underwear, Silks,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars, 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Cannington House, Queen's Road.

VICTORIA CIGAR DEPOT,  
1 and 2, Leys Street East, AGENTS FOR  
W. KENNEDY & CO., 27, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Callo Andolgo, Manila.

## PORTLAND CEMENT

J. B. WHITE & BROS  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899.

[ALL RIGHTS RESERVED.]  
THE NAVY AND THE EMPIRE.

BY  
W. LAIRD CLOWES.  
(Author of "The Royal Navy," &c.)

## THE OFFICERS OF THE NAVY.

The officers of the Navy may be classified in three categories. First, there are the keen and capable officers, who are wrapped up in their profession, and who study it incessantly. There are the men who are not content to know merely what they are required to know, but who bring independent reading and thought to bear upon naval problems; and who may be ranked as the equals of the best naval officers in the world. I am sorry to say that they are, for reasons which I will presently examine, only a small body. The corresponding body in each of the other leading navies is, I do not hesitate to say, relatively much larger. During many years I have associated very intimately, both at sea and ashore, with naval officers of the United States, Germany, Austria, France, Russia, and Italy, and can say with absolute conviction that among each of these groups, keenness and eagerness on professional subjects are conspicuously more prevalent than among British officers. It is folly to attempt to burke that point. I do not now insist upon it for the first time. Years ago, over the signature "Nauticus," in the "New Review," the "Fortnightly Review," the "Independence," and elsewhere, I did so to the best of my ability. So long as the articles were supposed to be the production of a foreign naval officer they were read and criticised with the greatest respect; but as soon as it leaked out that an English civilian was the writer, the author was only abused and traduced. I had remembered that the prophet is not without honour save in his own country; and that is why I had thought myself to be mistaken, or, rather, to allow myself to be mistaken for one. Even the editors of the "New Review" and the "Fortnightly" did not at the time know who was writing for them. If only the secret could have been permanently kept, I verily believe that a vast amount of good might have been effected. When, however, I was identified as the author, my chance of benefitting my country disappeared for the time. Naval friends, in the Mediterranean and elsewhere, wrote to me, not to deny the truth of my assertions, but to reproach me for having publicly called attention to certain weaknesses and deficiencies. "For heaven's sake," they said, "don't depreciate the service, and induce foreigners to suspect that we are in any degree worse than they." I was regarded as a kind of petty traitor. At the present day, when questions connected with the defence of the Empire have forced themselves into very serious prominence, I venture to hope that I may be listened to with more toleration than in 1893 and 1894.

## OFFICERS—AND OFFICERS.

There are, then, firstly the good and keen officers, who form a relatively small class. Secondly, there are the officers who have no particular keenness, and who seem to bring either imagination or reading to bear upon the problems of their profession, but who do their duty thoroughly within the limits of routine. These, I believe, form the majority of the officers on the active list. The third class is, however, a very much larger one than it should be. It is made up of the indifferent, the slovenly, the shirkers, the ignorant, and the incapable—officers who cause themselves to be regarded with contempt by their men, and whose boast it is that they detest the service, and that they never do any duty which they can avoid without incurring the risk of being court-martialled. The good and keen officer will, we all know, develop occasionally even in the most unfavourable soil. Some men, and many Englishmen, must do their very best in any position in which Providence may place them. But how terribly unfavourable is the soil of the British Navy for the encouragement of the good and keen officer. A young officer is thrust into the service while he is still a child. He has only the merest rudiments of an education. His acquaintance with the classics, with any foreign language, and with the literature of his own country, is of the most limited character. He goes to sea, and has practically no further opportunities, save what he may make for himself, of improving his general knowledge. "But," say the advocates of no change, "it is surely more important that he should improve himself in professional knowledge, especially of practical kind; and this he cannot avoid doing at sea." This line of argument is all nonsense. If it were incumbent upon every young officer to give evidence, from time to time of really high proficiency in the practical part of his duties, there would be some little to be said in favour of the present system; but I am sure that every honest naval officer will admit that the necessary level to be attained is, relatively speaking, a very low one, and that the greatest asset may, and does, reach it without difficulty. Even, however, if it could be guaranteed that all officers should be well versed in all the practical details of their profession, it would not, now-a-days, be enough. The good officer, besides being a practical man, must have cultivated his judgment and critical faculties by reading; his general usefulness, by the study of languages; and his influence over men by his acquisition of that general knowledge of nations and manners which, more than anything else, goes to make a gentleman. "No," say the fossils of the old school, "none of these things are wanted." I say emphatically that they are absolutely necessary for the manufacture of a first-rate and efficient naval officer in the present day; and I will even go so far as to add that there are no first-rate and absolutely efficient officers in the navy to-day who have not extended their studies far outside the rather narrow limits of professional work, and who have not devoted fully as much attention to theory as to practice.

Only the other day, in South African waters, an officer was grossly imposed upon by the master of a vessel carrying contraband of war. The manifest was in German. The officer knew no word of German, and had no one on board with him who did. He therefore accepted the German master's version of what the manifest contained, and then suffered the vessel to proceed. There are probably not thirty officers in the service who know enough German to be able to ask any ordinary question in that language. Even French is understood only by a very, very few. Yet a knowledge of languages is demonstrably more useful to the naval officer than to almost any other created being; and the fact is fully recognised in every navy except our own. The old school depreciates the utility of general information even more than it decries the value of languages; and it has depreciated it, alas! with only too sad results. Sir Clements Markham, I recollect, once told me of a naval officer who confessed that he really did not know who Milton was. I wonder what the lower-deck, which always now includes a fair proportion of intelligent readers, thought of that officer. I wonder, too, how such an officer could carry out certain functions which sooner or later seldom fail to fall to the lot of captains of Her Majesty's ships. Negotiations have to be undertaken; diplomatic work has to be done; men of education have to be purloined with and convinced; and surely the man who does not know who Milton was is hardly likely to distinguish himself in disservice.

## WHERE THE FAULT LIES.

The reason why so few British naval officers are really keen and absolutely efficient is not far to seek. Excellence, except in certain branches of purely technical and entirely practical knowledge, is not encouraged under the system which prevails. The all-round able officer is hardly more likely to get on in the service than in the shirkers or the incompetent, who has influence behind him. Promotion in the lower ranks is by selection; and, in the Navy, selection too often means favouritism. If it were possible for a young and keen officer to push his advancement, if promotion were by merit and not by mere selection; if, no step, either in the higher or in the lower ranks, could be won without the passing of an examination not only in purely technical subjects but also in general knowledge, such as should be the property of every gentleman, and in physical and intellectual efficiency, the standard would be immensely raised, the keen and capable would be rewarded, the useless and indifferent would be weeded out, promotion would be accelerated, and the service would be benefited in every way. The existing system of nomination for cadetships ought, moreover, to be abolished, and the navy ought to cease to be, in any sense of the word, a close borough. The army is open to all, and I have yet to learn that it is any the worse for being so. Why a boy, who can go up for the army without saying "by your leave" to any patron, should be required, ere he may go up for the navy, to obtain the favour of some highly-placed personage is more than I can understand. But the navy is the most conservative organisation in this very country, and most naval men are willing to tolerate any absurdity or any abuse if only it can be proved that it is of ancient standing. This is why, for example, boarding plies still form part of the armament of Her Majesty's ships. It is always a subject of wonderment to me that the navy was ever able to make up its mind to dispense with bows and arrows. The same reason explains why the ration of the men remains as they are, regardless of the fact that for years it has been found possible for every mail steamer in the world to give its passengers fresh meat and new bread daily.

We are a practical people; and most English writers seem to consider that our intensely practical nature constitutes our supreme merit. That, I am sure, is a wrong conclusion. Our practical nature is, in reality, a dangerous snare for us; since it teaches us to under-rate the importance and value of theory. Ask a German naval officer what he would like to do in action, if certain circumstances should arise. He will show you in his reply that he has deeply studied the matter; and, whether his tactical plans be right or wrong, he will give good reasons for the faith that is in him. Ask a British naval officer a question of the same sort; and you will too often, nay generally, perceive that he has no well based theories whatsoever to make up for his lack of practical experience of modern warfare. Once after a lecture at the United Service Institution, I asked a very well-known flag officer what, if he were captain of a certain ship in action, he should do in a given case against a specified opponent. "Oh!" he said, "I should go for him straight, and run him." The excellent officer disclaimed theory. He shut his eyes to the fact that, in the given conditions, running would be impossible. The episode induced me to prepare a lecture, delivered at the R.U.S.I. on January 18th, 1894, in which, after analysing a many cases as I could by hands upon the effects of the ram in action and in accident, I tried to show what are the limitations of that weapon, and what its danger to its user as well as to the enemy. Said the *Globe* of March 27th following, by the pen of its naval correspondent, then a retired flag officer, who was full of service prejudices:—"Mr. Laird Clowes's paper was evident not much to the taste of the naval officers present who, indeed, can hardly be expected to relish instruction on such purely technical matters, from the mouth of a civilian, however skilled he may happen to be in naval history." On the whole, the verdict of the meeting was against the conclusions of the lecturer.

Of course, I was properly impressed for the moment; but a little later I was completely convinced by a conversation which I had with Commander P. C. D. Sturdee, one of the keenest and best younger officers in the service, who had just gained the Gold Medal of the Institution, and, incidentally, the applause of the very audience which was said to have condemned me. Said

Captain Sturdee, whose paper was not published until after mine had been read: "It is very curious that you should have treated the question of the ram as you did. Knowing nothing of what you were doing, I pursued almost exactly the same line of research, and had, in consequence, to come to almost the same conclusions. You will find them in my prize essay." The conclusions then expressed are now, I believe, accepted by all thoughtful naval officers in the world; although their acceptance in our navy is, of course, due to the fact of their having been reached by Captain Sturdee. The naval service is still above taking lessons in any technical matters from a civilian. But the Admiralty, I am happy to say, has listened often, and will yet listen again, to the voice of any intelligent outside critic; and fortunately, naval reforms come as often from without as from within.

## LINES OF REFORM.

Let it not, however, be imagined that, taking into consideration the disadvantages under which he labours, and the small inducements that are held out to excel, the average British naval officer falls far short of what one has a right to expect. The system is more at fault than he is; indeed, it is very creditable that, with the existing system of entry, education, promotion, and retirement, there are any keen and really first-rate naval officers at all. I have never been a merely destructive critic; and it is, I think, wrong and unparliamentary to attack any existing system unless one is prepared at the same time to advocate a better one. I will, therefore, end this paper by stating concisely what reforms seem to me to be needed if merit and capacity are to receive their due encouragement, and if the standard of the British naval officer is to be brought up to that of the naval officer of the most advanced of the competing nations. These reforms are:

—For cadetships, open competition, and extension of the maximum age of entry.

—Permanent special pay for ascertained special proficiency in special subjects, general as well as purely professional.

—Promotion, from midshipman to admiral by selection and examination only, except in cases of distinguished conduct in action.

—Compulsory retirement, upon a reduced scale of pay, upon failure to pass a periodical five-yearly examination in professional subject, or upon a second failure to pass an examination for promotion.

—Encouragement of young officers to more freely express their views upon professional subjects at the Royal United Service Institution.

—The granting of liberal facilities to approved officers for increasing their knowledge of foreign languages.

—The establishment of a Naval War College, for the instruction of officers in history, strategy, and tactics, the college not necessarily to be ashore.

—The appointment of an increased number of naval attachés abroad.

THE CHINA AND JAPAN  
TELEPHONE CO., LD.

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For full particulars, &c., &c.,

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W. STUART HARRISON,

Manager.

Note Address:—13, PRAYA CENTRAL.

Hongkong, 18th January, 1899. [2559]

## AMERICAN SYSTEM

## OF

## DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [279]

## TO LET.

## TO LET.

A FIVE ROOMED FURNISHED  
HOUSE IN CAIRN ROAD.  
Apply to—

C. R.  
Care of Office of this Paper.  
Hongkong, 31st May, 1900. [1626]

## TO LET.

EUROPEAN RESIDENCE, 166, QUEEN'S  
ROAD EAST. Open to sea breeze.  
Apply to—

N. MODY & CO.  
Hongkong, 31st May, 1900. [1627]

## TO LET.

A FURNISHED HOUSE at MORRISON  
HILL, on or about 1st prox.  
For particulars, apply to the undersigned.

C. H. GRACE.  
4, Morrison Hill  
Hongkong, 2nd May, 1900. [1340]

## TO LET.

TO LET, FURNISHED.  
From 1st July to end of the Year.

A SUITE OF ROOMS—Bedroom, Sit-  
ting Room, Bath Room and Kitchen—in  
a very convenient and healthy locality.  
Moderate Rental.  
Apply to—

X. X. Z.  
Care of Daily Press Office.  
Hongkong, 29th May, 1900. [1614]

## TO LET.

TWO LARGE ROOMS, Bathroom, Kit-  
chen, etc., all furnished.  
Apply—2 to 4 p.m., or in the evening,  
4, ORMSBY VILLAS,  
Kowloon.

Hongkong, 1st June, 1900. [1638]

## TO LET.

"NULLAH SIDE," BONHAM ROAD,







## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MA-  
DRAS, CALCUTTA, DIBOUTI,  
EGYPT, HATON, MEDITER-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 4th June, 1900, at  
1 P.M., the Company's Steamship  
"SALAZAR," Captain Nogueira, will  
leave this port for MARSEILLES, via ports of call,  
WITHOUT TRANSSHIPMENT.

Cargo and Special will be received for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Office will be open till 4 P.M.  
Cargo will be received on board until 4 P.M.  
Special and Parcel will be sent on board,  
they must be left at the Agency's Office. Con-  
tents and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, 24th May, 1900. [2]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"DIAMANTE," Captain G. J. Blazland, will be despatched for  
the above port on THURSDAY, the 7th inst.,  
at 5 P.M.

The attention of Passengers is directed to  
the Excellent Accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st June, 1900. [142]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR TIENTSIN.

THE Company's Steamship  
"NANCHANG," Captain Fialagon, will be despatched for  
the above port on THURSDAY, the 7th June.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 25th May, 1900. [1606]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"TAIYUAN," Captain Nelson, will be despatched as above  
on FRIDAY, the 8th June.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
steamer. The Captain's Cabin is situated for-  
ward of the Engines.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th May, 1900. [1603]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
"TAIYUAN," Captain Nelson, will be despatched as above  
on FRIDAY, the 8th June, at Noon.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
steamer. The First-class Saloon is situated  
forward of the Engines. A Refrigerating  
Chamber ensures the Supply of Fresh Provi-  
sions during the entire voyage.

A qualified Surgeon is carried, and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th May, 1900. [1604]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "Belgian King" On 12th  
3,375 Tons At 20th  
S.S. "Tayuan" On 20th  
3,812 Tons July.

THE Steamship "BELGIAN KING" will  
be despatched for SAN DIEGO and  
SAN FRANCISCO via MOJIL, KOBE,  
YOKOHAMA and HONOLULU on 12th  
June.

Through Bills of Lading issued to any point  
in the United States, where they will be  
received on board until 5 P.M. the day  
previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th May, 1900. [14]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

## THE Steamship

"BALIARAT,"  
Capt. C. L. W. Pelt, carrying Her Majesty's  
Mails, will be despatched from this port for Bombay  
on SATURDAY, the 9th June, 1900, at Noon,  
taking passengers and cargo for the above ports.  
Silk and Valuables all cargo for France, and  
the for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 28th May, 1900. [1]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki,  
Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 9, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for  
SAN FRANCISCO, via SHANGHAI,  
NAGASAKI, KOBE, INLAND SEA, YO-  
KOHAMA and HONOLULU, on SATUR-  
DAY, the 9th June, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

C. L. GOEHAM,  
Acting Agent.

Hongkong, 15th May, 1900. [9]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"  
Captain Nish, will be despatched as above on  
TUESDAY, the 12th June.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 4th May, 1900. [1569]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR AMARANG &amp; SOURABAYA.

THE Company's Steamship

"SHANTUNG,"  
Captain Quil, will be despatched as above on  
TUESDAY, the 12th June.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th May, 1900. [1569]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"  
Captain M. H. F. Jackson, will be despatched  
as above on TUESDAY, the 26th June.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th May, 1900. [1517]

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBINATTO UNITED  
COMPANIES)STEAM FOR SINGAPORE, PENANG  
AND BOMBAY.

Having connection with Company's Mail Steamers  
to ADEN, SVES, PORT SAID, MESSINA,  
NAPLES, LONDON and GENOA, also  
VENICE and TRIESTE, all MED-  
TERRANEAN, ADRIATIC, LE-  
VANTINE and SOUTH AM-  
ERICAN PORTS up to  
CALCUTTA.

Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.

THE Steamship  
"BORMIDA,"  
Captain Sartorio, will be despatched as above on  
SATURDAY, the 9th June, at Noon.

At Bombay, the steamer is discharging in  
Victoria Dock.

For further particulars regarding freight and  
passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 31st May, 1900. [7]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN,  
SUZ, PORT SAID, FIUME  
AND TRIESTE.

(Taking Cargo at through rates to SOUTH  
AFRICA, PERSIAN GULF, RED SEA, BLACK  
SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship  
"GISELA,"  
Captain F. Moss, will be despatched as above  
on SATURDAY, the 9th June, at Noon.

Silk and Valuables are transhipped on arrival  
at Bombay into an accelerated liner.

For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 31st May, 1900. [6]

## THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND  
TAIWANFOO.

THE Company's Steamship

"ANPENG MARU,"  
Captain I. Sato, will be despatched for the  
above ports on WEDNESDAY, the 13th  
June, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents.

Hongkong, 3rd May, 1900. [1443]

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)

THE Company's Steamship

"DIOMED,"  
Captain Goodwin, will be despatched as above  
on WEDNESDAY, the 13th June.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th May, 1900. [1369]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA  
OVERLAND RAILWAYS, AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 19, at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th June, 1900, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates and parti-  
culars of the various Routes may be obtained  
upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year, will be allowed the  
discount of 10 per cent. This allowance does not  
apply to through fares from China and Japan to  
Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at the  
Company's Office until Five P.M. the day pre-  
vious to sailing.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.

C. L. GOEHAM,  
Acting Agent.

Hongkong, 2nd May, 1900. [4]

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SIKH,"  
will be despatched for the above port on or  
about the 10th July.

For Freight, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 1st June, 1900. [1641]

## VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 26, 1900, at Noon.

KONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

THE Steamship "AMERICA MARU" will  
be despatched for SAN FRANCISCO  
via SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA, and HONO-  
LULU on TUESDAY, the 26th June, 1900,  
at Noon, taking Freight and Passengers for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

C. L. GOEHAM,  
Acting Agent.

Hongkong, 4th June, 1900. [5]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"  
will be despatched for the above port on or  
about 15th July.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 1st June, 1900. [1645]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN &amp; CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.  
THE full-powered Steamship

"ALBENGA,"  
Capt. Petersen, will be despatched for the above  
port on or about 24th July.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 29th May, 1900. [1617]

## NOTICE TO CONSIGNEES.

## IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"OLDENBURG,"  
OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived,  
Consignees of cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, Kowloon, whence delivery may be  
obtained.

Optional cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 6th June will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on WEDNESDAY, the 6th June,  
and MONDAY, the 11th June, at 9.30 A.M.

All claims must reach us before the 14th  
June, or they will not be recognized.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD.  
MELOERS & CO.,  
Agents.

Hongkong, 30th May, 1900. [8]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S. S. "AFGHANISTAN."

FROM NEW YORK, STRAITS AND  
MANILA.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns,



## POST OFFICE NOTICES.

The Post Office will be closed at 12.30 p.m. on White Monday, the 4th instant. The Night Box will be left open. The Money Order Office will be entirely closed.

The Office, with the American Mail, left Yokohama on Thursday, the 31st ultimo, at daylight, and may be expected here on or about Thursday, the 7th instant.

## MAILS WILL CLOSE.

FOR.	PER.	DAY AND HOUR.
Europe, &c., India via Tuticorin (Late Letters 12.10 to 12.30 p.m. Extra Postage 10 cents)	Salazie	Monday, 4th, 9.00 A.M. Circulars, 11.00 A.M. Papers, 11.30 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.)
Swatow, Amoy, and Foochow	Takung	Monday, 4th, 11.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. & Seattle, U.S.A.	Riojan Maru	Monday, 4th, 11.00 A.M.
Kobe	Australian	Monday, 4th, 11.00 A.M.
Samsui and Wuchow	Wuchow	Monday, 4th, 11.00 A.M.
Manila	Sungking	Monday, 4th, 11.00 A.M.
Saigon	Nanyang	Monday, 4th, 11.00 A.M.
Shanghai, Nagasaki and Kobe	Canton	Monday, 4th, 11.00 A.M.
Swatow, Amoy, and Foochow	Haitan	Tuesday, 5th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)	Empress of China	Wednesday, 6th, 9.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Samsui and Wuchow	Samohi	Thursday, 7th, 4.00 P.M.
Manila, Thursday Island, Cooktown, Brisbane, Sydney and Melbourne	Taiwan	Friday, 8th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	City of Rio de Janeiro	Saturday, 9th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Singapore, Penang and Bombay	Bornida	Saturday, 9th, 11.00 A.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Belgian King	Tuesday, 13th, 11.00 A.M.
Moji, Kobe, Yokohama, Portland, Or	Draemar	Tuesday, 13th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Goodwin	Thursday, 14th, 11.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.00 to 11.40 P.M.)	Sachsen	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.

## TO-MORROW.

Sale of Crown Land, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS. SATURDAY, 2nd June. EXCHANGE.

ON LONDON—	1/11 1/2
Telegraphic Transfer	1/11 1/2
Bank Bills, at demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	1/11 1/2
Credits, at 4 months sight	1/11 1/2
Documentary Bills, 4 months sight	2/0
ON PARIS—	2/43 1/2
Bank Bills, at demand	2/43 1/2
Credits, at 4 months sight	2/43 1/2
ON GERMANY—	2/00 1/2
On demand	2/00 1/2
ON NEW YORK—	47 1/2
Bank Bills, at demand	47 1/2
Credits, 60 days sight	48 1/2
ON BOSELY—	1/48 1/2
Telegraphic Transfer	1/48 1/2
Bank, at demand	1/48 1/2
ON CALCUTTA—	1/48 1/2
Telegraphic Transfer	1/48 1/2
Bank, at demand	1/48 1/2
ON SHANGHAI—	7 1/2
Bank, at sight	7 1/2
Private, 30 days sight	7 1/2
ON YOKOHAMA—	3 1/2 p.c. pm.
On demand	3 1/2 p.c. pm.
ON MANILA—	2 1/2 p.c. pm.
On demand	2 1/2 p.c. pm.
ON SINGAPORE—	1 1/2 p.c. pm.
On demand	1 1/2 p.c. pm.
ON SAIGON—	3 p.c. pm.
On demand	3 p.c. pm.
ON BANGKOK—	2 1/2 p.c. pm.
On demand	2 1/2 p.c. pm.
SOVEREIGNS, per 100	10 1/2
GOLD LEAF, 100 fine, per tael	32 1/2
BAR SILVER, per oz.	27 1/2

## PASSENGERS.

**ARRIVED.**

Per Kwangtung, from Shanghai, Mr. Humphreys and 110 Chinese.

Per Sabine Richman, from Newchwang, Mr. Swart.

Per Canton, from Hongkong, from London, Louis, Angus and Lieut. Matthews; from Singapore, Messrs. Gordon Smith and Barrie; for Japan, from Peking, Mr. and Mrs. Massey Leech and much.

Per Apecard, from Haiphong, Mr. Nicholson.

Per Lyceum, from Shanghai, Messrs. Brand, Boyington, V. Sydnor and Gargoyte.

Per City of Rio de Janeiro, from San Francisco, Mr. G. S. Macdonald, Mr. Harry A. Barker, Dr. A. S. Low, Miss Florence Woodall, Messrs. W. C. Dart, J. Wilson and A. W. Newton.

Per Taishan, from Shanghai, Mrs. Anderson and two daughters, Misses Hogg (2) and Mr. Tibbo.

Per Haitan, from Coast Ports, The Right Rev. Bishop of Victoria, Mr. D. H. Bell and Father Thomas Masling.

Per Salazie, from Hongkong, from Yokohama, Miss Daly, Mrs. Smith and Mr. Hiram; from Shanghai, Mr. P. Pereira; for Saigon, from Yokohama, Miss Inaba Tsuru; from Shanghai, Mr. C. F. Smith; for Singapore, from Nagasaki, Mr. Okawa; for Colombo, from Yokohama, Mr. and Mrs. Bell and three children, Mr. and Mrs. Monks and baby; from Shanghai, Mr. A. G. Cloniss; for Port Said, from Yokohama, Mr. and Mrs. Dimitri Litovsky and four children; for Marseilles, Mr. and Mrs. John E. Bass and baby, Misses Fyvie (2), Mr. Fyvie, Messrs. H. Schol, Tennant, H. Ouyama, Konosuke, Guyon, Geo. Mudge, Seliki Konoda, Harutaro, Litsuka, Miss Jeanne Eymard, Messrs. C. Eymard, J. Eymard, Ch. Eymard, Okasaki, Sassei and Fioravanti; from Kobe, Mr. R. Schwab; from Nagasaki, Messrs. Le Floch Paul, Le Gougeon Jean, Clerk, Mr. Galat and Mr. Glick; from Shanghai, Mr. J. Salberg, Messrs. G. B. McGee, W. S. Campbell, D. B. McIntyre, Vialle and daughter and Mr. Davart.

Per Laos, from Hongkong, from Marseilles, Dr. G. de Silva and daughter, Mr. W. E. Roay, R. P. Etienne and C. Dallo; from Saigon, Messrs. W. Robertson, C. Robertson, Paterschoff and J. Smith; for Shanghai, from Nagasaki, Messrs.

**THE GERMAN MAIL.**

The Imperial German Mail steamer *Bayern*, carrying the German Mail, left from Berlin on the 14th ultimo, left Colon on Friday, the 1st instant, and may be expected here on or about Tuesday, the 12th instant.

**THE AMERICAN MAIL.**

The T. K. K. steamer *America* Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 19th ultimo.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 11th instant, via Honolulu, has arrived at Yokohama, and left for this port on the 31st ult., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd ultimo.

The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 28th ult., for Hongkong via the usual ports of call.

**THE INDIAN MAIL.**

The Apar Line steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on the 31st ultimo.

**MERCHANT STEAMERS.**

The N. Y. K. steamer *Hitchi Maru* (European Line) left Singapore for this port on the 31st ult., and is expected to arrive here on the 5th inst.

The China Mutual steamer *Peking*, from Glasgow and Birkhead, left Singapore for this port on Friday, the 1st instant, and may be expected here on or about the 6th inst.

The N. P. steamer *Brown* left Yokohama for Hongkong on the 25th ultimo.

The N. P. steamer *Argyll* sailed from Portland for Japan and Hongkong on the 27th ult.

The Austrian Lloyd's steamer *India* left Shanghai for this port on the 29th ultimo.

The N. P. steamer *Goodwin* arrived at Nagasaki on the 27th ultimo, and sailed for Hongkong on the 29th inst.

The N. G. I. steamer *Bornida* left Singapore for this port on the 30th ultimo, and is due here on or about the 5th inst.

The O. S. S. steamer *Dardanus* left Singapore on the 30th ult. and is due in Hongkong about 4th inst.

The N. P. steamer *Glenlogie* sailed from Tacoma on the 30th ultimo for Japan and Hongkong.

The O. S. S. steamer *Merchans* left Singapore on the 1st instant, and is due in Hongkong on 6th inst.

The N. P. steamer *Dahy Yostok*, left Yokohama for Hongkong on the 3rd instant.

## JOINT STOCK SHARES.

HONGKONG, 2nd June.

STOCKS.	NO. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong & Shanghai Banking Corporation	80,000	\$128	30/- div. & 10/- bonus at 1/11/100 = \$23.53 for 2nd half year '99	317 p. et. pr. = \$221.25
Bank of China & Japan, Ltd.	100,875	25	24	21
Do. Deferred	1,250	21	21	21
National Bank of China, Ltd.	10,000	25	25	25
Do. Founders' Shares	29,953 B	210	21	21
Do. Founders' Shares	750 shares	21	21	21
<b>MARINE INSURANCES.</b>				
Union Ins. Society, Ltd.	10,000	\$250	35 p. et. = \$18 for 1898	\$200, buyers
China Traders Ins. Co., Ltd.	24,000	\$83.33	10 p. et. for year end 30-4-99	\$190 old c. new issue
North China Ins. Co., Ltd.	5,000	4100	250	250
Yantai Ins. Assoc., Ltd.	8,000	3100	30	30
Canton Insurance Office, Ltd.	10,000	\$250	\$11 for 1898	\$130, sales and buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$20	\$20
<b>FIRE INSURANCES.</b>				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$5 for 1898	\$70, sales
<b>SHIPPING.</b>				
Hongkong, Canton and Macao S. S. Co., Ltd.	60,000	\$15	\$1.20 for half year ended 31-12-99	\$20, buyers
Indo-China S. S. Co., Ltd.	60,000	410	\$10	\$10
China & Malacca S. S. Co., Ltd.	5,000	350	20 p. et. for 1898	\$60, old c. new issue
Do. Ordinary	20,000	410	25	25
Do. do	20,000	410	25	25
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	\$50
China Mutual S. S. Co., Ltd.	20,000	410	410	410
Limited, Preference	20,000	410	410	410
Do. Ordinary	20,000	410	410	410
Do. do	20,000	410	410	410
Star Ferry Co., Limited	10,000	\$10	\$10	\$10
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	\$100
<b>REFINERIES.</b>				
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$100
<b>MINEING.</b>				
Fanjong Mining Co., Ltd.	60,000	\$8	\$8	\$8
Do. Preference	30,000	\$1	\$1	\$1
Societe Fran. des Charb.	16,000	Fr. 250	Fr. 250	Fr. 250
Queens Mines, Limited	400,000	25 cts.	25 cts.	25 cts.
Joleu Mining and Trading Company, Ltd.	45,000	\$5	\$5	\$5
Keokang Mining Co., Ltd.	200,000	41	10/10	10/10
Oliver's Freshold Mines, Limited	15,000	\$5	\$5	\$5
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	\$4
Do. Preference	70,000	\$1	\$1	\$1
<b>DOCKS, WHARVES, &amp;c.</b>				
Hongkong & Whampoa Dock Co., Limited	12,500	\$125	\$125	\$125
Hongkong and Kowloon Wharf and Godown Co., Ltd.	20,000	\$60	\$60	\$60
Vanchai Warehouse and Storage Co., Ltd.	2,500	\$100	\$71	\$71
New Amoy Dock Co., Ltd.	0,000	\$91	\$91	\$91
<b>LANES, HOTELS &amp; BUILDINGS.</b>				
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	\$100
Kowloon Land & B. Co., Ltd.	10,000	\$50	\$50	\$50
West Point Building Company, Limited	12,500	\$50	\$50	\$50
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$50
New Amoy Dock Co., Ltd.	65,000	\$10	\$10	\$10
<b>COTTON MILLS.</b>				
Ewe Cotton Spinning and Weaving Co., Ltd.	17,500	Fr. 100	Fr. 100	Fr. 100
International Cotton Co., Ltd.	10,000	Fr. 100	Fr. 100	Fr. 100
Lao-ling-ming Cotton Spinning & Weaving Co., Ltd.	9,000	Fr. 100	Fr. 100	Fr. 100
Soy Chee Cotton Spinning Company, Ltd.	2,000	Fr. 100	Fr. 100	Fr. 100
Yahloong Cotton Spinning Co., Ltd.	7,500	Fr. 100	Fr. 100	Fr. 100
Green & Dye Co., Ltd.	12,000	\$100	\$100	\$100
<b>MISCELLANEOUS.</b>				
Green Island Cement Co., Ltd.	50,000	\$10	\$10	\$10
China Borneo Co., Ltd.	7,500	\$20	\$20	\$20
A. S. Watson & Co., Ltd.	30,000	\$10	\$10	\$10
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	\$10
Hongkong and China Gas Company, Limited	7,000	410	410	410
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	\$50
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	\$25
Hongkong Ice Co., Ltd.	6,000	\$25	\$25	\$25
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$100
Dairy Farm Co., Ltd.	10,000	\$71	\$71	\$71
Carnichael & Co., Ltd.	2,000	\$25	\$25	\$25
Hk. & China Bakery Co., Ltd.	1,000	\$50	\$50	\$50
Camwell, Moore & Co., Ltd.	1,200	\$10	\$10	\$10
Bull's Headstone & Agency, Ltd.	10,000	\$21	\$21	\$21
United Asbestos Oriental Agency, Limited	9,000	only	only	only
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	\$5
China Provident Loan & Mortgage Co., Ltd.	10,000	\$5	\$5	\$5
Watkins, Limited	1,000	\$10	\$10	\$10

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 1st JUNE, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Wind.	Force.	Weather.
Victoria	2 p.	29.87	58	SE	3	o
Tokyo	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Swatow	"	29.96	"	"	"	"
Amoy	"	29.96	"	"	"	"
Swatow	"	29.96	"	"	"	"
Canton	"	29.96	"	"	"	"
Haiphong	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"
Yokohama	"	29.96	"	"	"	"
Nagasaki	"	29.96	"	"	"	"
Kobe	"	29.96	"	"	"	"
Manila	"	29.96	"	"	"	"
Shanghai	"	29.96	"	"	"	"